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SOVIET ASIA RAILROADS CRITICISED

TURKSIB SYSTEM FAILS TO OPERATE ON SUMMER SCHEDULE -- Kazakhstanskaya Pravda, No 107, 4 Jun 49

After more than one month of summer schedule, the Turksib Railroad System is operating worse than it did in the winter months when snow and fog impeded the movement of trains. The Turksib has thousands of cars above the norms established by the Ministry of Transportation for the rolling stock of the railroad. Many more locomotives than foreseen by the plan are kept under steam. The basic, universal measure -- the car turnaround time -- was increased 30 percent in May. Cars stand idle for days in loading and unloading.

Particularly unsatisfactory is the situation on such important sections as Rubtsovsk and Dzhabul, where trains continually depart from the schedule.

Coordination of the railroad units on the Turksib is very poor, and consequently the schedule is not maintained.

The Semipalatinsk Station, where trains are formed for the Turksib, has become a barrier obstructing train movements. Aleksandrovich, the head of the station, and Rodionov, acting head of the Ayaguz section, have given many promises to correct the terminal's operation, but the situation has not improved. Dozens of trains were delayed in May in approaching Semipalatinsk. Cars stand for a long time in the station itself. The average idle time of freight cars during loading operations and handling of transit freight exceeded the norm by 200 to 300 percent. Both single cars and entire trains were standing for days.

Strict discipline and exact observation of the laws of technical operation are the most important conditions for clear and coordinated operations according to schedule. Meanwhile, many operational defects

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are allowed. For example, the departure from Novosibirsk the Mayun-Kum run was delayed more than 4 hours and three trains were thrown off schedule when an air pump on the locomotive went out of order. Technical instruction is poorly organized on the railroad. Even some directors make no effort to improve their technical knowledge.

The greatest shortcoming in the work of the Turksib administration is the lack of verification of decisions to be carried out. Orders remain on paper. The directors of the railroad -- Omarov, head of the railroad, and Mezinov, his assistant -- do not enforce the carrying out of their orders and instructions.

TRANSBAYKAL TRACK SERVICE INEFFICIENT -- Zabaykal'skiy Rabochiy, No 93, 14 May 49

The 1949 summer schedule on the Transbaykal Railroad System, in comparison with the 1948 schedule, calls for an increase of 100 tons in train tonnage, an increase of 1.2 kilometers per hour in the norm for average speed excluding stops and of 0.9 kilometers per hour in the norm for average speed including stops, acceleration of the turnaround time of a locomotive by 1.64 hours, and an increase of 31 kilometers in the norm for the average daily run. Since the schedule went into effect on 21 April, leading locomotive engineers have been exceeding the norms and have achieved average daily locomotive runs of from 500 to 700 kilometers. However, due to poor track conditions, more than 250 trains were prevented from running on schedule and 60 cases of track breakdown, which limited train speed to 15 or 25 kilometers per hour, have occurred since 21 April.

Track conditions are particularly poor in the Khilok, Mogzon, and Urul'ginskaya sections of the system; lack of new rails and ties prevents the good maintenance of tracks. Other sections of the system have not made sufficient preparations for the summer season. The first-quarter plan for renovation of track equipment and procurement of ties was not completed. Only 76 percent of the rails and 73 percent of the bolts were repaired, only 70 percent of the planned number of anticreepers were produced, and only 63 percent of the ties were procured. The system has not been complying with the decree to lay only treated ties. The progress of introducing mechanization throughout the system has been completely unsatisfactory. Such important machines as the mobile electric power plants and electric tie tampers are rarely put to use.

The 1949 planned volume for medium and major track repair considerably exceeds the volume of work for 1948, particularly in regard to improvement of the earth roadbed. In order to meet this plan, it will be necessary to mobilize all existing machinery, particularly heavy-duty ballasters and planes, throughout the system. It will also be necessary to organize a mass collection and utilization of old cover plates, rail chairs, bolts, and spikes and to renovate rails and other track equipment.

TRANSBAYKAL DEPOT WINS ALL-UNION AWARD -- Zabaykal'skiy Rabochiy, No 87, 5 May 49

The Depot imeni Kaganovich of the Transbaykal Railroad System was awarded first place and the Red Banner of the Council of Ministers USSR for its success in the first-quarter competition. In April, the depot exceeded its pledge and took first place in the competition on the Transbaykal System and was awarded the system's Red Banner.

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BIKIN LOCOMOTIVE DEPOT INEFFICIENT -- Tikhookeanskaya Zvezda, No 118,
21 May 49

The locomotive depot at Bikin Station, Khabarovsk Kray, one of the largest enterprises of the Far Eastern Railroad System, is equipped to repair a wide range of locomotives. In the first quarter 1949, the depot pledged to increase the norm for the average daily run of locomotives by 5 percent and haul several thousand tons of freight above plan. The depot as a whole, however, has not been meeting these pledges. The volume of locomotive repair done in the first quarter was substantially below the plan. Idle time of locomotives in washing and overhauling was increased 100 percent. In April, the idle time of locomotives in overhauling was increased 60 hours above plan and 15 hours above plan in washing.

Such serious deficiencies indicate the lack of organization permitted in the depot by its chief, Revyakin, and by Yeregin, deputy-chief for repair. Inefficient preparation of production has resulted in tremendous losses of worker hours, amounting to as many as 212 hours for 20 days in the machine shop. Productivity of machine-tool workers has been decreasing because of the shortage of cutting tools. Lathemen and planers often have to work with substandard cutters. There is only one half-inch drill for all working areas in the machine shop. Measuring tools are also scarce. Tools are available, but the depot's directors are lax in providing an adequate supply. The depot has a great percentage of flaws in repair work for which the younger workers are usually responsible. These workers need more training, but technical training has not been organized in the depot. Complete disorder prevails in the overhaul shop and machine shop where production technique is at a very low level.

RAILROAD WORKERS EXCEED PLEDGE -- Tikhookeanskaya Zvezda, No 117,
20 May 49

Railroad workers on the Ural'skaya branch line, Khabarovsk Kray, have been successful in meeting their pledge to realize a fund of above-plan accumulations. Locomotive engineers have pledged to save at least 5 percent on fuel every month, and actually saved 8 percent during the first quarter. This pledge was substantially exceeded in April.

RAIL IMPROVEMENTS IN KAZAKHSTAN -- Kazakhstanskaya Pravda, No 107
4 Jun 49

The Ural'sk Station has completed its Five-Year Plan for freight car unloading. One shift unloaded more than 4,000 cars above plan.

An engineer at the Akmolinsk Depot is the first on the Karaganda Railroad to operate a train according to a pre-established financial plan for each run. On his example, a competition has begun among locomotive workers for high-earning capacity of each train.

FIRST FAST DIESEL TRAIN OPERATES IN LITHUANIA -- Pravda, No 164,
13 Jun 49

The first fast Diesel train in Lithuania made a trial round trip on 12 June between Vil'nyus-Kaunas-Shauliyay-Klaypeda. The distance between Vil'nyus and Kaunas took half of the time required by a regular passenger train. In the next few days, the Diesel train will operate regularly on the Vil'nyus-Kaunas line.

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EXPANSION OF OPERATIONS RELEASES LOCOMOTIVES -- Gudok, No 70,
12 Jun 49

Increase in the average daily distance traveled by locomotives
has enabled the following railroad systems and stations to cut their
locomotive parks as follows:

<u>Station or System</u>	<u>Decrease in Locomotive Park (locomotives)</u>
Yaroslavl' Railroad System	2
Vapoli'ye Depot	1
Aleksandrov	46
Kazan' Railroad System	
including	7
Murom Depot	7
Sergach Depot	6
Kanash Depot	11
Yudino Depot	8
Agryz Depot	8
Gor'kiy Railroad System	3
Brest-Litovsk System	2
L'vov System	3
Vologda Depot	7
Kavkazskaya Depot	4
Ashkhabad Depot	11
Perm' System	

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